March 23rd, 1905.

Mr J. M. Barr,
President Seaboard Air Line, Portsmouth, Va.

Dear Sir:-

Regardless of the refusal of your people to take up the subject of an extension of your line from River Junction, Fla., to Saint Andrews Bay, Fla., as expressed in your letter of May 22nd, 1904, I cannot under present Gulf coast railway possibilities refrain from again writing you.

The past year has developed more valuable traffic conditions in that portion of the country referred to in my letters of last year, and more than ever has there been shown a necessity for a road from the northeast to Saint Andrews Bay, while the value of such a deep water port to any road, has been most pointedly demonstrated by our central west, and southwestern roads, reaching Gulfward after terminal facilities as rapidly as men and money can push them.

There can be no question of the immense value and importance of Saint Andrews Bay, Fla., as a terminal, just so soon as the harbor bar is dredged to a depth of 22 feet. There is now 14 feet of water on the bar, and I know that this improvementwill soon be made. Then the Gulf traffic from the northeast and central north can be better and more economically handled through this port than from anywhere else.

What I now desire to call your attention to is that the German American Lumber Co., of whom Mr Fr. Julius Schreyer, of Bremen, Germany, is the principal owner, have now a road from the east portion of the bay, extending northeasterly about 15 miles, and another from Millville, (some 12 miles farther west) extending in a northerly direction some ten miles, and have piled at Millville about 30 miles of steel ready to still farther extend these lines. This company are rated high

by Dunn and Bradstreet, and have about 250,000 acres of pine in that section of Florida, and are cutting about 25 millions per year.

I had an interview in Chicago last Fall with Mr Schreyer regarding the extension of these roads and am quite positive that if your company would start an extension southwesterly to meet one of them, the German American Co., would make such arrangements with you as would be both satisfactory and profitable to your company, and ensure your being the first road to occupy that port. This from a railway standpoin I feel is a most valuable asset, and it is from that stand point alone I appeal to you.

Very truly yours

Supt.